

Volvo Bus B5tl

David Harvey explores the coaches of the iconic Midland Red company.

The Olympian was Leyland's answer to the competition that was threatening to take custom away from its second-generation OMO double-deck products. Simpler than the London Transport-centric Titan but, unlike that integral model, able to respond to the market by being offered as a chassis for bodying by the bodybuilder of the customer's choice, the Olympian was an immediate success and soon replaced both the Atlantean and Bristol VRT as the standard double-decker of the NBC. It wasn't until 1984 that London Transport itself dabbled with the model, taking three for evaluation alongside trios of contemporary double-deckers. The resulting L class spawned an order for 260 more in 1986, featuring accessibility advancements developed by LT in concert with the Ogle design consultancy, but the rapid changes engulfing the organisation meant that no more were ordered. During the 1990s company ownerships shifted repeatedly as the ethos of competition gave way to the cold reality of big business, an unstable situation which even saw London's bus operations broken up. The L class was split between three new companies, but the backlog of older vehicles to replace once corporate interests released funding ensured the buses up to a further decade in service. Finally, as low-floor buses swept into the capital at the turn of the century, Olympian operation at last declined, and the final examples operated early in 2006. This profusely illustrated book describes the diversity of liveries, ownerships and deployments that characterised the London Leyland Olympians' two decades of service.

Previously unpublished images of the popular operator - Lothian Buses. With examples of the current fleet and comparison photos to show the changes that have happened since deregulation.

Detailed text and illustrations examine the buildings of the great neoclassical period, 1730–1875. The roster of masterpieces pictured and described include The Customs House, Dublin; The Bank of England, Liverpool; Newgate Prison, London; The British Museum, London; The National Gallery, Edinburgh; The Fitzwilliam Museum, Cambridge; and many more. 176 black-and-white illustrations.

Dissatisfied with the reliability of its AEC Merlin and Swift single-deck buses, London Transport in 1973 purchased six Leyland Nationals for evaluation. Liking what it saw of this ultimate standard product, where even the paint swatch was of Leyland's choice, LT took up an option to buy fifty more from a canceled export order and then bought further batches of 110, 30 and 140 to bring the LS class to 437 members by the middle of 1980. A year later the last MBAs and SMSs were replaced on Red Arrow services by sixty-nine new Leyland National 2s. Straightforward but reliable, the LS satisfied London Transport's single-deck needs for a decade and a half, often standing in for double-deckers when needed, and then going on to help hold the fort during the tough years of early tendering, during which some innovative LS operations introduced several new liveries and identities. The type served the ten years expected out of it with few worries, only starting to disappear when minibuses came on strength at the end of the 1980s. Although the LS was formally retired by 1992, refurbishment programs gave survivors an extended lease of life,

bringing us the National Greenway, the ultimate development of the Leyland National. Most of the Red Arrow National 2s thus became GLSs, and lasted until 2002. Matthew Wharmby is an author, photographer and editor specializing in London bus history. His published books include London Transports Last Buses: Leyland Olympians L 1-263, Routemaster Requiem and Routemaster Retrospective (with Geoff Rixon), London Transport 1970-1984 (with R. C. Riley), The London Titan and The London Metrobus. He has also written many articles for Buses, Bus & Coach Preservation, Classic Bus and London Bus Magazine.

This book provides a fascinating look at the amazing diversity of forms of travel and transport around the world today in the context of cultures, politics, economics, and environment of a place. • Provides readers with an understanding of the world's current major forms of transportation as well as an intriguing and colorful glimpse into daily life in other parts of the world • Highlights many exciting new technologies that will shape the future of transportation in the United States and globally • Incorporates information about green modes of transport (and fuels) and environmental issues related to transport • Includes sidebars that highlight key developments in land transport of the future

A one-stop reference for automotive and other engineers involved in vehicle and automotive technologies. The book provides essential information on each of the main automotive systems (engines; powertrain and chassis; bodies; electrical systems) plus critical external factors that engineers need to engage with, such as hybrid technologies, vehicle efficiency, emissions control and performance optimization. * Definitive content by the leading authors in the field * A thorough resource, providing all the essential material needed by automotive and mechanical engineers on a day-to-day basis * Fundamentals, key techniques, engineering best practice and know-how together in one quick-reference sourcebook * Focuses on what engineers need to know: engineering fundamentals, key associated technologies, environmental and efficiency engineering, and sustainability, as well as market-driven requirements such as reliability, safety, and comfort * Accompanied by multi-body dynamics and tire dynamic modeling software

An interesting collection of previously unpublished photographs showing a variety of buses in all-over adverts.

The London Volvo B9TL & B5LHPen and Sword

The revised second volume of Ken Blacker's definitive history of the Routemaster covers the final 35 years of passenger service. Ken Blacker's text is accompanied by a large number of previously unpublished pictures in colour and black and white.

Highly photographic and historical look at the record of the unique bus operator Transdev Blazefield.

The purpose of IMPACT 3:16 is to show that there are many fantastic verses that end with 3:16...not just one. When we understand that the Bible as a whole is God's inspired Word, we can see the true harmony of the Bible. This lectureship shows the power of just a few verses. If you study your Bible (regardless of the chapter and verse) and weigh the Scriptures fairly, you will grow in your relationship with God and have a better understanding of His will.

A comprehensive look at Volvo's innovative, 21st century double-decker designs and how they transformed busing across London. Volvo's successful B7TL low-floor double-decker bus enjoyed a successful six-year run until increasing noise problems in London curtailed demand. The company then developed a leaner and quieter update which it dubbed the B9TL, and orders resumed in strength. As diesel-engine buses gradually gave way to battery-hybrid technology in the

late 2000s, Volvo unveiled the B5LH hybrid to immediate acclaim and even healthier London sales. Volvo's B9TLs and B5LHs quickly became the standard double decker buses in operation across London. This book offers a comprehensive account of these important and innovative machines.

Travel anywhere in the United Kingdom by public transport today and the chances are high that at some stage you will use the products of a factory in Ballymena, Northern Ireland. That modern, hi-tech factory is at Galgorm and is the home of The Wright Group of companies, but known to most in the industry simply as Wrights of Ballymena. Jack Kernohan joined Wrights in 1955, just nine years after the business had been started by local man Bob Wright, and stayed there until his retirement from the post of Sales Director in 2005. This book isn't a history, it's Jack's reminiscences of the development of what is today a major player in the United Kingdom bus market. He takes us through the early years, when vans and mobile shops were the staple, to building trucks and trailers and, eventually, on to the high quality buses with which the company has become synonymous. The success of the company is founded on its people, most of them local to the Ballymena area, but Jack pays tribute in this work to one man in particular who, like his father, had the vision to see where the industry needed to go and was prepared to put his money into developing new products. That man was William Wright. In the pages of this book, Jack takes us through the development of the Wright product range, introduces us to some of the industry's personalities and lightens the story with some amusing tales. As well as the UK market, we also get an insight into export orders such as the Bedfords built for Africa, the Wright Bus for Kowloon Motor Bus in Hong Kong and the stunning StreetCar RTV for Southern Nevada RTC. Jack rounds off with a look at some of the products built since his retirement. Of course, he hasn't forgotten those who made it all happen and we meet some of the staff who've helped make the company the success it is today.

Explore rare and previously unpublished photographs of the major bus manufacturer of Northern Ireland.

One little package. So much trouble. Turn over the dream, or die. Rebecca's job, her life, have all been a lie. But if the price for knowing the truth is death, what can she do against the very people she used to work for? The Rucksack Universe series combines alternate history, speculative fiction, myth, adventure, globetrotting, and intrigue—all with well-poured pints of beer. Library Journal says Anthony St. Clair's storytelling has "universe building reminiscent of Terry Pratchett," and readers say they love the Rucksack Universe's unique combination of "quirk, wit, travel, and magic." Brought from the Lords, 24 November 2016. A Bill to make provision about bus services. Explanatory notes to the Bill, prepared by the Department for Transport, are published separately as Bill 100-EN (ISBN 9780215090584)

This guide has been developed for Asian companies who want to improve energy efficiency through Cleaner Production and for stakeholders who want to help them. It includes a methodology, case studies for more than 40 Asian companies

in 5 industry sectors, technical information for 25 energy equipments, training materials, a contact and information database.--Publisher's description.

Fascinating images, with some in full colour, of buses in the former British colony. Some redundant buses exported worldwide also feature. Developed by Alexander Dennis in 2005 as an all-encompassing replacement for the Dennis Trident and its two bodies, the Plaxton President and Alexander ALX400, the integral Enviro400, immediately sold in large numbers, not least to London operators, which in the next eight years bought over 1,500 of them. Late in the production run, the hybrid E40H was introduced and also made good headway in London, funded largely by environmental grants. Nearly 300 of these are in service in London. Valid to May 2015, this book finishes by introducing the MMC, the all-new development of the Enviro400 unveiled in 2014 and exemplified in London so far by two batches for Abellio and Metroline. Propelled towards the end of the 1990s by accessibility imperative requiring low floor buses both in London and the rest of Britain, Dennis developed a tri axle Trident double decker for Hong Kong and then adapted the design as a two axle version for Britain. Orders came thick and fast between 1999, when the first Tridents for London entered service with Stagecoach and 2006, when the Enviro 400, a combination of its unified body builders, replaced it. In those years over two thousand of the type appeared in London, ordered by Stagecoach, First London, United, Metroline, Metrobus, London General, Blue Triangle, Connex, Armchair, and Hackney Community Transport. The body work was by Alexander ALX400, Plaxton, (Precedent) and East Lancs, to two available lengths, while badging itself progressed although Trans Bus, until this troubled organisation was suspended in 2004 by today's Alexander Dennis. Versatile and personable, the Trident in all its forms lasted two decades in London, the last examples being withdrawn from service in 2020.

Join Harry Stevenson – small guinea pig and unlikely hero – on two BIG new adventures. When Harry is accidentally swapped with Billy's cousin's 'show' guinea pig, he finds himself on the set of 'Super Pets', a TV talent show. How will Harry fare in the spotlight, and will he be able to complete a daredevil assault course before he's found out? In the second adventure, Harry's off to Paris! The Smith family has won a competition to spend a weekend in Paris and they're taking Harry Stevenson with them, but after Harry sets off the airport security alarm and their car breaks down, it seems as though they'll never get there? And when they do, what will happen to a small guinea pig lost in the big city? PRAISE FOR THE ADVENTURES OF HARRY STEVENSON series: 'A sweet, funny book that really made me want to eat dandelions' – Holly Webb 'A gentle outing for newly independent readers' - Metro 'Sweetly funny and beautifully illustrated' – The i newspaper 'Delightful stories with humorous exploits galore' – Parents in Touch 'Perfect for bedtime reading' – Books for Topics 'Harry Stevenson is a funny, plump guinea pig, and I wish I could be him' - Astrid, age 7

Between 2002 and 2006 six of London's bus companies put into service 390 articulated bendy buses on twelve routes for transport in London. During what turned out to be a foreshortened nine years in service, the Mercedes-Benz Citaro G buses familiar on the continent and worldwide earned an unenviable reputation in London; according to who you read and who you believed, they caught fire at the drop of a hat, they maimed cyclists, they drained revenue from the system due to their susceptibility to fare evasion, they transported already long-suffering passengers in standing crush loads like cattle and they contributed to the extinction of the Routemaster from frontline service. In short, it was often referred to as the bus we hated. This account is an attempt by a long-time detractor of the bendy buses to set the vehicles in their proper context not quite to rehabilitate them, but to be as fair as is possible towards a mode of transport which felt about as un-British as could be.

Work: Capitalism . Economics . Resistance

In a tour of the fascinating and colourful city, Richard Walter describes the transformation of Dublin Buses with previously unpublished images.

The Routemaster was more than a bus, it was one of the great British design icons of the 20th Century and the last bus design created specifically for the capital and its longevity is a tribute to the soundness of that concept. This book traces the route by route elimination of the Routemaster fleet during the 1980s and into the 1990s.

This book focuses on Bus Eireann which was tasked with providing a range of bus services outside the Dublin city area. These included town operations in places like Drogheda, Dundalk, Athlone and Sligo and more intensive services in the other cities in the Republic.

[Copyright: 64426da7ecef7277fafc624162fafa](#)